

JACKSON, Miss., September 25 —A republican state convention, the first semi-annual in several years, met today in the hall of the house of representatives at noon. B. K. Bruce was temporary chairman. The nominations were: J. C. Claiborne for governor, James L. Lynch for lieutenant governor, M. C. McPherson for secretary of state.

THE PLANTS FOR IT.

Mrs. Frank Leslie's Impressions of
The Eiffel Tower.

Her Experience in Being From the
Top to the Bottom of it.

Magnificent View to Be Seen From
the Top of the Tower.

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PARIS, September 9, 1889.

In the capital of the nation, whom
richer cities, they have erected a tower
which is quite the biggest thing among
towers that the world has seen. It is
not a heavy, ungainly tower of stone,
but a light and elegant metal tower,
suitable to the genius of the Gallic race.
But the amazing thing about this tower
is its height of 300 metres—984 feet—
which is far and away greater than that
of any other tower or building whatso-
ever. Of the height of Babel, we have
no record, but our own old list at Wash-
ington measures 554 feet, or thirty-two
feet higher than the Cathedral of Co-
logne, which is the next highest
structure in the world. Measured
against these now patry standards, the
superbness of the Parisian tower is
simply crushing.

There is, of course, no denying the
fact that our tower is the biggest, our
mountains the biggest, our oil producers
the biggest, our financial speculations
the biggest, our banknotes the biggest,
our boys the biggest, our Chicago
theatres the biggest, our tarpon the big-
gest, the screens of our eagle the big-
gest, our stories the biggest, our rail-
ways, railway accidents and railway
rings the biggest, our fortunes the big-
gest, our sinners the biggest, our adver-
tisements the biggest—just as our grand-
mothers are the youngest, and our mil-
lets the smallest in the world. But
see that my nation's modest records in
the way of towers are not on a beaten,
but beaten beyond the possibility of re-
trieval. Even Van Ness, who generally
is considered to possess a monopoly in big
things, must confess that this big tower
is too big for him. I was never more
impressed by the brilliant power that we
Americans have for becoming "victoria"
and vast, than when I stood at the foot
of M. Eiffel's giant piece at the entrance
of the great international exhibition of
1889 on the Champ-de-Mars.

Few persons who have not seen it can
realize the imposing effect of a structure
of such enormous size. Instead of the
alicious monstrously I had been led to
expect, it is a mysterious y gracefu-
ric, especially when seen from a dis-
tance. It dominates everything in the
city, and when you look out of the win-
dow of your house the new Babel looms
in your eyes as the grandest thing of all.
Even when you close your window you
have not done with the colossal wonder.
It pursues you like a phantom. The
tremendous spider's web of reticulated
metal haunts you in your dreams until,
fascinated beyond the power of resist-
ance, you bid your companion some fine
day drive in that direction, as I did, and
mount the "fifteen swiss" up one hun-
dred human beings at a time through
metal girders and vast enormous stair-
cases of iron, compared with which
Jacob's famous ladder was a prehistoric
slam.

We went up with great ease in one of
the two elevators working between the
basement and first story, and felt as if
we were going up the Rigi. Imagine an
ordinary horse car but upon the Ameri-
can plan with a passage in the centre,
seats for twenty and standing room for
ten more, a door on each side with win-
dows in the doors, and you have the
lower Eiffel tower elevator. A second
car is placed upon the first. The whole
is, instead of being under your feet, be-
hind the cars and run upon a most per-
pendicular rails. The problem of con-
structing this which should travel not
on an inclined plane, but on one in
which the angle of inclination is con-
stant; varying, was wholly new, I am
told, and presented considerable diffi-
culties, which appear, however, to have
been overcome with great success.

The view out of the car window
through the huge breastwork of iron is
impressive, and not at all disagreeable.
It is impossible to give an accurate idea
of the stupendous and complicated mass
of bracing running in all directions and
uniting the whole structure in one rigid
pile. In about a minute the car reaches
the first platform—122 metres, about 840
feet, from the ground level—and while
the passengers who have come up with
me in the lift are alighting on one side,
those waiting to go down enter at the
opposite door.

The crowd on the first floor is immense
—there are perhaps eight thousand peo-
ple going and coming inside and outside
the internal galleries and about the four
huge eating houses, which are able to
accommodate from 500 to 700 persons.
These offer great variety in their archi-
tecture and purposes. There is an
Anglo-American bar room, a Flemish
beer saloon, a Russian restaurant, and a
French restaurant. The length of each
of these four establishments is 105 feet.
It may seem odd to hear of cellars at
such a height, yet those in the tower are
cool, dark, and well lighted with ven-
tilating shafts and other arrangements for
keeping the temperature low; the cellar
in which the meat is stored is kept
almost at freezing point. Then there

are four corner pavilions fifty feet square.
The platform on which these various
constructions stand, is carried upon iron
beams, and the space between the
floor beams is filled in with hollow terra-
cotta panels which are extremely light
and strong. The whole of this part of
the Eiffel venture calls for a mind
what the old tower of Babel must have
been—after the confusion of tongues.
England of the most Cockney kind may
be heard at Spiers & Pond's restaurant.
Opposite are Russians, speaking their
native tongue. At Brebant's restaurant,
to the south, anything but the purest
Parisian French is used; while to the
north, at the Swiss brasserie, the lan-
guage strongly resembles that of the
and of Bismarck. The beer retailed
here is, of course, Swiss, yet it is an ad-
mirable imitation of the frothy liquid
so common on the Paris boulevards as com-
ing from across the Rhine.

There are also newspaper and station-
ery shops and tobacconists' stores
where a manner of printers, glass-ware,
and articles of Paris, may be bought at
prices suggesting the thought that some
people and their money are soon parted.
A penholder, for instance, which may be
bought anywhere in Paris for a few
cents, here costs a dollar, and a white
wrist at least two cents, fetches at least
twenty. I may add, without fear of
contradiction, that in the heterogeneous
crowd of Spaniards and Cubans, Brit-
ishers and Germans, Italians and Cosac-
s, that pressed on every side, I was almost
impossible to discover the trace of a
native Parisian.

But it was in the outer gallery, which
is two feet below the restaurants and
runs round the four faces of the tower,
that the crowd appeared the thickest.
This gallery is "fifty eight or nine feet
wide, and has a development of nearly
1,000 feet. It has a series of arcades in
ornamental ironwork, which add to the
general architectural effect. The view
from this gallery is finer than that
afforded by the balcony of the loftiest
Paris dwelling, and exceeds in pic-
turesque display that obtained from the
top of Notre Dame.

The journey to the second platform is
accomplished much in the same time
and manner as the first. The floor at
this point covers an area of 15,000
square feet. It is surrounded by a cov-
ered gallery as broad as that on the first
floor, but which extends on only about
its length. The central portion of the
floor is devoted to the lift service, con-
siderable space being necessary here to
provide for the ascending and descend-
ing current of traffic. The same lovely
scenery is to be had, although from a
greater distance, the air is cooler and
round Paris coming into clearer view
and the more masses of woods and
forests mantling beautifully in the west.
There are no restaurants on the second
landing-stage, but I came across a
model printing office, belonging to the
enterprising French daily, the Figaro,
which has compositors, editors, printing
presses and folders to bring out a spe-
cial edition called the Exhibition Figaro,
with a number of which I was presented.

Many timid persons avoid the elevators
and patronize the staircases to mount to
the first and second landing stages. Ac-
cording to his contract M. Eiffel is bound
to provide for the ascent of 2567 persons
per hour to the first platform, and 767
per hour to the top. The tariff, whether
by lift or staircase, is the same. 40 cents
to the first floor, 60 cents to the second,
and 80 to the top; red tickets being
issued for the first, white for the second,
and blue for the summit. The staircases
from ground level to the first floor are
very easy and comparatively wide; there
are two of these staircases, one facing
the western and the other within the
eastern "leg" or column, and there are
numerous landings on account of fre-
quent turns in the stairway. One stair-
case is devoted to visitors going up, and
the other to those who are descending.
Between the first and second stories, a
winning staircase is built in the centre
of each "leg"; the diameter of this stair-
case is three feet across the handrails,
and the height of the steps is seven
inches.

A gentleman, who preferred the stair-
case to the lift, told me that the first
floor is soon reached by short zig-zag
rights, and you find that you are scarcely
more fatigued than after having gone up
five steep flights in an apartment house.
After a brief rest, you bravely start for
the second floor. Here you wind up a
spiral staircase, broken by an occasional
straight flight. The wind whistles in the
iron girders as it whistles in the rig-
ging of a ship. Things begin to grow
small on the ground and your horizon
enlarges with every step. But you don't
get dizzy. Four good iron rails run
along the outside of your stairway,
while you have a big round iron bar
on your left. Under foot, the steps are
made of substantial iron plates. There
is nothing shaky about this; everything
is so. So even the most timid woman
and child feels at ease, goes up and up,
steps at the handrailings, to enjoy the
panorama, and finally reaches the second
floor without being weary of limb or
trembling through the fear. From the
second story up to the summit of the
tower there is one spiral staircase 66
feet in height, which is reserved to the
service of the tower, and is not placed
at the disposal of the public.

For the last section of the tower, that
is to say, from the second story to the
upper platform, the height to be over-
come is 225 feet, or twice the height of
the Cathedral. An intermediate stage,
constructed midway between the second
story and the upper platform is the

starting point of the elevator. This is
the strange looking mass of iron which
appears from below, when you look up,
as if it had been left by mistake by the
workmen who built the tower. One
cage travels from the intermediate stage,
that is to say, a distance of 225 feet; the
cage is connected by cables to a second
cabin, which acts as a counterweight,
and carries passengers from the second
story upwards to the intermediate stage,
also a distance of 225 feet. The arrange-
ment is such that when the lift is at
work the cages are traveling in opposite
directions.

I entered the cage with a beating
heart. It holds about a dozen people,
who have to stand up, by the way. It
is merely a square cabin or cage, with
the upper portion of two sides glazed.
There are broad iron windows on two
sides and just a small space in each cor-
ner that is closed by iron trellis work,
in order to admit the air. The weight of
each cabin loaded is about eight tons,
and the weight unloaded four tons.
Special precautions have been taken to
protect the various parts of the lift from
the action of the wind. In about one
minute and a half the elevator reaches
the central changing place, where the
guard calls out: "All change here!"

I came down with the rest of the pas-
sengers, walked across a narrow bridge
and entered a similar elevator, which in
about a minute starts on its upward
journey. My heart went on beating
fast, especially as from time to time the
lift gave strange little jerks. One more
minute and a half brought us as high as
we are allowed to go. The total time
occupied in going from the ground to
the summit is seven minutes. "Look
out for the stars," cries the guard.
Loosest town, of course, and between a
rather wide gap in the flooring see the
exposition gardens nine hundred and
two feet below—275 metres—which is
the actual height from the ground level
to which the public are taken.

The top platform is covered in a
round with woodwork, with openings
about breast high, through which the
visitors admire the really marvelous
panorama outside. Parties in sunlight
at our feet, with shining domes, the
whole veiled in a mist which deepens on
the distant hills. The Seine looks like
the motionless glass used to imitate
water on big relief maps; the triumphal
arch looks like a paper weight, the
Luxor obelisk like a needle, and the
Vendome column like its case. I can
well believe that the summit of the
tower is plainly visible, as someone pre-
sents, from the balcony of Chartres
Cathedral, 32 miles southwest of Paris.
The floor of this high pavilion is
an area of 18 square metres, over 55
square feet. The ceiling, which is just
below the rim of white oval gas jets that
are lighted every evening, somewhat re-
sembles the lower deck on board a large
steamer. The woodwork here and in
the lifts, and, in fact, all over the tower,
is covered with pencil scrollings of the
names and addresses of visitors, with the
dates at which their ascents were made.
Many of these scrolls afford a safe clue
which will be turned to account when
M. Eiffel has a little more to insure to
insure legal proceedings against those
who would wantonly deteriorate his prop-
erty. Luckily for the Anglo-Saxon rep-
resentation, I am happy to say, appear to be French.

A small spiral staircase leads to a
small platform, thirteen feet higher,
which runs round the great lantern,
from which flows the enormous 24-foot
tricolor. The force of the wind at the
top of the tower is so great that the
standard has to be renewed nearly every
day. From calculations made concern-
ing its power of resistance, the tower, I
am informed, is able to sustain a normal
pressure of 80 pounds to the square yard,
or a total pressure of more
than 2,000,000 pounds; so that at any
time a hurricane of such unheard-of
force should come to exert its force
against it, the tower would bravely
stand its ground, while in a probably
most of the surrounding monuments in
the French capital would be destroyed.
The most violent storms as yet observed
in these latitudes do not exceed an effort
equal to 500 pounds to the square yard.
Nor is the descent more difficult than
the ascent, especially by the staircases.
It is easier, in fact, for the lifts, I am
told, are not steep nor too precipitous.
You are soon on the ground again both
ways, and ready to agree with the re-
marks of a visitor, who said: "Why,
going up the Arc de Triomphe and Notre
Dame did me more than the tower!"
And she might have added that in neither
case was the prospect so grandiose as
from the lofty lookout at the exposition.

I got back to terra firma strongly im-
pressed, and stood for a time gazing up
at the magnificent structure due to the
genius of the French engineer. The
tower is painted of a rich chocolate
color, the tone of which is lightened
from the base towards the summit. It is
very effective, especially when lighted
by the sun. But the decoration has
been attempted; it would have been
wasted labor and expense. The level of
the first story is marked by a belt of
frieze on the panels of which, around all four
faces of the tower, are inscribed in giant
letters of gold the names of the
famous Frenchmen of the century who
have most contributed to the advance-
ment of science. Above the frieze the
four-sided arcades, covering the exterior
gallery, is elaborately decorated. A
similar arcade encircles the tower at the
level of the second story. The sloping
ironwork and painted designs which con-

nect the "legs" or columns of the tower
on the four faces beneath the first story
are singularly well adapted to the gen-
eral scheme of the work.

Of course the idea of a tower of giant
height is not a new one. No one
mentions the efforts of the early engineers,
which had the unexpected result of in-
venting foreign languages, there are
three better authenticated and more re-
cent proposals than the instance in
which the sons of men said, "Go to, let
us build a tower whose top may reach
into heaven, and let us make a name."
The earliest was that of the syren-
tic genius Trepasek in 1583; then came the
proposal of our well known American
engineers, Messrs. Cass and Reeves,
who offered to construct for the Paris
exposition in 1876 a tower 2000
feet in height, of wrought iron, and
about 100 feet in diameter at the base.
Finally, in 1885, a M. Seillier proposed
to build Paris electrically by a 1000 feet
tower. Excepting the American project,
none of these schemes had any practical
value.

Just as engineers have been able to as-
certain the degree of flexion to which a
large metallic structure is liable, so
M. Eiffel determined with the ut-
most accuracy the degree of oscillation
to which such a tower as his own
is subjected. He has found that the
severest impact on record at the Paris
observatory would scarcely superinduce
a vibratory motion of 6 1/2 inches, which
is the more insignificant, that the motion
would be exceedingly slow and dis-
tinguished over the whole height of the
structure. As for motion of the tower
the greatest motion at the summit or on
any of the intermediary stages.

There was a large international crowd
below. "Que, que, que!" said a
fashionable lady in way of commentary
as she passed the famous piece.
"It was not intended for, nor was it a mere
thing. There was wit, finesse, and not
intransigent something about the re-
mark which, while it must have a sting
at the thing, so peculiar to the French
mind, qualifies its own waywardness of
expression by a sincere tribute of praise.
One of our tourists close by found
it to his admiration in its own blunt
way. "By gosh," he exclaimed, the
tower, however, don't you see took it all
in and it all out. I preferred the appreci-
ative manner of a French speaking
member of the Japanese mission, who,
on being asked what he thought of the
Eiffel tower, remarked in a slow quiet
way: "It shoots up like a fly stick
from a large bulb." "To those who see it
at the great works of the Paris exposition
of 1889 I have now put one answer:
"Go and see it!" FRANK LESLIE.

Wool Market.

Coates Bros., wool commission
merchants of Philadelphia, in their circuit
for September 18th have the following on
the collection of the market: "Trade
continues quiet, and quotations remain un-
changed. There is rather more enquiry
but buyers are yet very cautious; the
sales are consequently but moderate.
Buyers taking only such sales as are
needed for immediate use, while any effort
to effect sale of large lines, or to urge them
to take other descriptions than they
want, results only in offers much below
market values. The market continues
to exhibit an undertone of strength
which is shown in the reluctance to
make more than small concessions to
effect sales, and the general willingness
to carry consignments when requested
by shippers. The dry goods market is
rather more favorable, so that as soon as
manufacturers are convinced that the
prices of wool will go no
lower, trade should be more
active. It now seems evident
that there will be an extra session of
congress, and tariff matters must wait;
but in the meanwhile the custom houses
are construing the present law more
restrictively than heretofore, with the
result that there is continually less op-
portunity to import wool at less than the
regular rates of duty.

The case of opening of the next Lon-
don auctions has been postponed until
September 24th.

Following are the quotations for Colo-
rado and New Mexican wools:

COLORADO.	
Medium and fine, choice.	24.00
Medium and fine, average.	22.00
Common and quarter blood.	20.00
Coarse, carpet.	18.00

NEW MEXICAN.	
Choice Improved.	22.00
Partly Improved.	20.00
Common carpet.	18.00
Coarse carpet, heavy or sandy.	16.00
Black.	15.00

Articles of incorporation of the Eager
man Irrigation and Land company were
filed in the county clerk's office Mon-
day by J. E. Eagerman and E. O. Lowe
of this city and O. B. Bedy, N. M.
The object of the company is the
location, purchase, construction and
maintenance of irrigating ditches and
the construction of reservoirs and other
means for the storage and distribution of
water. The company proposes to secure
its water from the Pecos river in New
Mexico. The capital stock is \$50,000,
divided into 500 shares of \$100 each, all
paid up and non-assessable. The incor-
poration is for a period of 20 years, and
the directors for the first year are O. B.
Bedy and Alonzo Lackey of New Mex-
ico, J. E. Eagerman, E. O. Lowe, E. A.
Bedy, D. E. Jackson and O. C. Bledsoe
of Colorado. The principal offices are
to be located in this city, with a branch
at Bedy.

Handsome cars have been issued an-
nouncing the marriage of Mr. Geo. F.
Owen, city editor of the Colorado
Springs Republic, to Miss Mary C. Ben-
jamin, which occurs at 11:30 a. m.,
Wednesday, October 22, 1889, at Christ
P. church, Chasman, Conn. Mr. and
Mrs. Owen will be at home in West Col-
orado Springs after October 24th.

A Peculiar Accident.

One of the most peculiar accidents that
ever happened in this city occurred Mon-
day afternoon about 5 o'clock. Mr.
John Callaway, who works for Conant &
Newton, grocers, was driving his deliv-
ery horse along Kiowa street, and
when in front of Mr. A. L. Lawton's
residence the animal came in contact
with a small wire hanging in the street,
and immediately fell to the ground para-
lyzed. The wire continued to touch the
horse and the metal portions of the
wagon, causing a shower of electric
sparks. The driver, almost miraculously
it would seem, managed to escape from
the wagon. Assistance soon came and
the wire was removed but not until the
poor horse had been so badly injured
that it had to be killed.

The accident was caused by a small
wire belonging to a private telegraph
line owned by Mr. A. G. Bar, and
which crossed one of the electric light
wires. It crossed in two places but only
burned in one, leaving a strong flow of
electricity. The instant the horse touch-
ed the end of the wire which had fallen
to the ground the circuit was completed,
especially as it was raining at the time
and the ground very wet. The hind
quarters of the animal were completely
ceased, and after being examined by
a doctor it was ordered killed. Conant
& Newton valued the horse at \$800.
This is the first serious accident that has
occurred from electricity in this city.

Abstract of Assessment.

Assessor Perkins Moncay completed
the abstract of the assessment roll of the
county, showing the valuation of the
real and personal property of the corpora-
tions of the county. They are given
below with the valuations for 1889:

	1889.
Colorado Springs	\$4,373,835
Manitou	579,625
Monte Vista	48,570
Colorado City	249,826
Palmer Lake	142,050
	1888.
Colorado Springs	\$3,873,735
Manitou	529,224
Monte Vista	40,185
Colorado City	221,040

A comparison of the above figures
will be very gratifying, as the increase
is large in all the cities. The increase in
this city is over half a million dollars,
and is the best evidence of the wonder-
ful strides the city is making.

Johnson Metz, the well known civil
engineer, was in the city Monday on
business.

Mr. James A. Elburger, a prominent
dry goods merchant of Atlanta, Ga., will
spend the winter in this city for the ben-
efit of his health.

A picked nine of this city played the
Monte base ball aggregation at the
Athletic grounds Saturday and defeated
them by a score of 20 to 13.

Lieutenant Phillips, of the Denver
police, arrived in this city on last
week in search of two girls, named
Maggie Kaufman and Pearl Carr, who
are wanted in Denver for larceny. The
girls were traced to Colorado City, where
they were arrested. Lieutenant Phillips
returned to the capital with his charge
Saturday afternoon.

Manager Van Vleeten, of the street
railway, announces that the Nelson street
extension of the line is now complete
and ready for business. On and after
tomorrow morning all cars will run to
Van Buren street. The first car will
leave the barn at 3:25 a. m. arriving at
Van Buren street at 7 o'clock. The last
car a night will leave the barn at 9:45
o'clock.

Two tramps got into a heated discus-
sion at the corner of Cascade avenue and
37th street Saturday afternoon, over
some subject which they did not make
public to the crowd which gathered.
After bruising each other's faces for a
few minutes they were separated with-
out having an opportunity to use the
murderous looking knives which each
had drawn from his pocket. The tramps
disappeared in opposite directions before
the police appeared upon the scene.

A marriage license was issued Mon-
day afternoon to Edward E. Loway and
Sarah B. Jones, both of Denver.

Governor Cooper has appointed Mr.
W. S. Jackson a delegate to the deep
water convention which meets at Coosa,
Ga.

A band of genuine gypsies are camp-
ing near Manitou, and now the leading ques-
tion is, "Have you had your fortune
told?"

It is stated that the Mid and offices are
to be removed from their present quar-
ters into the new Eagerman block upon
its completion.

Nancy C. Pifer, of Colorado City, was
granted a divorce from Jacob Pifer in
the county court Saturday. They had
been married thirty years.

The following are the delegates who
will represent Manitou in the republican
convention to-day: E. E. Grafion,
Z. B. Nichols, C. E. Browne, Isaac
Davis, A. Gree, W. E. Rogers, E. B.
Caldwell, John Singleton, William Friz-
zel, and W. S. Boynton.

The republicans of Palmer Lake pre-
sented met at the school house on Sat-
urday at 8 o'clock p. m., and elected Z. B.
Gard as delegate to the county conven-
tion. The delegate was not instructed.
Z. G. W. Palmer was nominated for jus-
tice of the peace and J. S. Sumner for
constable. The future of the county
commissioners to appoint a magistrate
and constable for the newly established
precinct was discussed, and Dege-
Gard was appointed a committee to in-

vestigate the legality of such appoint-
ments and confer with the county com-
missioners.

Real Estate Transfers.

Real estate transfers recorded by F. G.
Rowe for the week ending September 18,
1889:

CITY PROPERTY

Jerome B. Wheeler, et al. to Eden S. Sussey, its 25, 26, 27 and 28 3/4 lots.	1800
Ed. J. Mars to N. N. Ross, 40 ft of lot 27, White, Wolfe and Sweet's sub. div. of lots 259 and 260 add No. 1.	725
George De La Vergue to John Lennox, at int. in lots 5 and 6 s. e. 7/8 Sec. 10, T. 2, R. 3 and 4 s. e. 7/8 Sec. 10.	7800
Geo. A. Loomis to Fred C. Collins 1/4 s. e. 1/4 Loomis' add.	500
Ed. J. Mars to Ade Ada Quacken- bush, 50 ft. of lot 25, White, Wolfe and Sweet's sub. div. of lots 259 and 260 add No. 1.	725
Ed. J. Mars to Ade Ada Carro, e. 20 ft. of lot 25 and w. 20 ft. of lot 26, White, Wolfe and Sweet's sub. div. of lots 259 and 260, add No. 1.	725
Frederick G. Rowe to Winthrop Frederick G. Rowe, lots 2, 3 and 4 s. e. 7/8 Sec. 10, T. 2, R. 3 and 4 s. e. 7/8 Sec. 10.	1
2 1/2 signs' acc. to W. Metz, et al. Nelle S. Hewitt to W. Metz, et al. lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	1
National Land and Improvement company to Jennie Richards, lots 1, 2 and 3 s. e. 283 Monument add.	1
Colorado Springs company to Geo. G. Gallagher, 1/4 s. e. 275 add 1.	700
Colorado Springs company to Lucy P. Meyers, 1/4 s. e. 275 add No. 5.	1

PARKING'S ADDITION.

John S. Deering to Herman Sennett, lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	550
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WEST COLORADO SPRINGS.

Colorado Springs Real Estate com- pany to Charles G. Collins, lots 1, 2 s. e. 1/4 Sec. 10, T. 2, R. 3 and 4 s. e. 7/8 Sec. 10.	550
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COLORADO CITY

Charles F. Gould to George P. D. Townsend one eighth interest in t 20 and fractions, ts 22, 23 and 24, s. e. 1/8, a so t 24, s. e. 1/8, also t 12, s. e. 1/96, a so t 7, b 1200, and t 2, s. e. 20/100
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THE GAZETTE.

PUBLISHED BY
THE GAZETTE PRINTING CO.
 DAILY IN ADVANCE.
 Per annum \$10.00 Six months \$6.00
 Three months \$3.00 One month \$1.00
 WEEKLY IN ADVANCE.
 Per annum \$1.50 Six months \$1.00
 Three months \$0.50 One month \$0.25

ADVERTISING
 Rates made known on application to the office.
JOB WORK.
 Facilities for Plain and Fancy Job Printing equal to those of any establishment west of the Missouri river.

All persons having advertisements in the paper and desiring the discontinuance of the same, please call at the business office, where they will be properly attended to. We cannot hold ourselves responsible for advertisements continuing in the paper unless notice is thus given.
 No claims are allowed against employees of the Gazette to offset any of our accounts.
 All advertisements for the **WESTERN GAZETTE** must be handed in not later than Thursday noon.
 Advertising agents are respectfully notified that we do not want any advertising from them.
H. W. STEELE,
 Manager of the Gazette.

A defender of California against the charge of "grossness" and a witness that "with all the wonders of the great and the grand" the state can show as "the sky and the delicately beautiful" contributes to Harper's Magazine for October a paper upon the "Forests of the California Coast Range," accompanied with a complimentary testimony in the shape of numerous illustrations drawn by a man who has seen the rare nature wonder formed by its carcasses deposited in the ruins of a city which is described with pen and pencil by a Californian who is in the same magazine.

Ex-Postmaster General, Thomas L. James has prepared an explanation of needed postal reforms, which will appear in the October Forum. Mr. James declares that the railway mail service is twenty years behind the times and ought to be very greatly improved; that small offices near to one another ought to be consolidated under one management, so as to save expense; and that ocean postage ought greatly to be decreased. Senator Culbert, of Illinois, will have an article in the same number on "Protection and the Farmer," to show that the farmers are being edited by a protective system more than any other class. Mr. Edward Wakefield, a member of the Australian parliament, who has been elected and defeated many times under the Australian ballot system, will contribute to this number an explanation of the practice, workings and of some defects of the system which has been so much discussed in this country. Prof. William T. Harris, United States commissioner of education, writes a critical examination of Edward Bellamy's "Looking Backward."

In an interview, parts of which are published in Harper's Weekly, on the prospects in Ohio for republican success Judge Jackson, of that state, who, with an original republican voted for Cleveland last year upon the tariff reform issue, says he will vote for Foraker this year. The judge says it is not an admirer of Governor Foraker particularly, but he cannot cast his vote with a party which is showing tariff reform, nominates as its chief standard bearer a man whose distinctive fame is his opposition to being a democrat, to tariff reform. There are, no doubt, many more men who, like Judge Jackson, are republicans with freer trade inclinations who will not be attracted by the structure of Ohio democrats. The judge is talking about state issues as a attention to Foraker's bold stand on the saoon question and the identity as showed during the recent contest where, at a distance to his political future, he courageously offends the liquor interests. With regard to the stand of the republican party on the saoon question Judge Jackson says: "The most popular law in Ohio is that which taxes the saoon. It relieves honest industry from three millions of taxation, limiting the number of saoons and lessening their evils. The law is the distinctive work of the republican party, and has encountered the most resolute democratic opposition. Democratic legislators have opposed it and democratic judges have set it aside. The democratic candidate for the supreme bench has given his opinion against it, and his election would imperil it." With the tariff and saoon as leading issues in Ohio this year the democratic party, with its structure of one and its opposition to recent and just laws regarding the other, can look for a grave of their own digging.

We publish in another column a notice of the death of Mr. A. B. Touzain, printed in the Nebraska State Journal, published at Lincoln. The most important work of Mr. Touzain's active business life was performed in Nebraska, and our leading papers have shown their appreciation of his work in fine and extended notices of his life and character. The article in the state Journal does not unduly exaggerate the importance of the work performed by Mr. Touzain. As an commissioner of the Burlington and Missouri, he distinguished himself by his fine, clear grasp of all questions relating to immigration and to the settlement of western lands. He did not follow in any beaten track, but originated to a large extent the methods of work in his department, and as well as ways he considered in the history of Nebraska as one of the most potent influences in securing the early settlement

of the territory by progressive and energetic farmers. As general manager of the Burlington and Missouri, he had direct supervision of the various extensions of the Burlington and Missouri in Nebraska and also to Denver. Time demonstrated the wisdom of the lines which he located. The fact that the best built and the best planned railroad west of the Missouri, so far as the territory it occupies and cheapness of operation is concerned is largely due to his foresight and wisdom. In 1881, the Burlington and Missouri railroad executed an agreement with Jay Gould, then representing the Union Pacific, not to build any more extensions in Nebraska. But it was evident that the agreement must be short-lived, and Mr. Touzain accordingly prepared for the time when it should be broken. He sent out several surveying parties to find the best line to Denver. The present line was selected after several lines had been run with varying success, none of them being equal to the present one either in length or in the grade. It is the best line by far at the present time from Colorado to the northeast. Had he not with great foresight started a season or two earlier, undoubtedly a much better one would have been selected. When the agreement by mutual consent was no longer in force, Mr. Touzain was in Boston and the directors of the Burlington and Missouri to find him that the line was to be extended to Denver, supposing that surveys would have to be made, they wanted to know how many months it would take before he could begin work. He told them he would begin the next day, and did so, for, foreseeing what was to take place, he had a ready conditionality at the contract for the construction of the beginning of the line. The people of Colorado, therefore, are indebted to Mr. Touzain for its most precious line to the east.

During the last twenty-five or thirty years, the consolidation of small roads and the development of the large systems of the northwest have demanded a much higher order of talent and intelligence in railroad management than was before required. A manager of a railroad thirty years ago was little more than the present division superintendent. The same man may be said of the general passenger and freight agents. They were men of detail, and their time was so occupied with this detail that they were unable to formulate the broader policies which were necessary after the development of those great systems of railroads. Of necessity the railroad managers were taken from the ranks because of their practical experience. But many of them have failed because their whole life has been so given up to detail that they were unable to properly comprehend and solve the larger problems of railroad management which were presented to them. The result has been that many of the larger properties throughout the northwest have suffered badly because of the narrowness and crudeness of the men too rapidly advanced to power. They were arbitrary and were too much impressed with their own importance. This has resulted in a series of changes in the railroads. The Chicago, Burlington and Quincy and Burlington and Missouri are the only roads which have been under the one management for a number of years. The reason of it is easy to give. Its management has been in the hands of a single mind, progressive, intelligent men, who have been wise enough to pursue a policy, for to-day, but for a time. While much of this is due to Mr. Perkins, the president of the system, yet Mr. Touzain is its nearest and closest adviser in all the broader questions concerning the policy and management of the system and to him belongs no little credit. He was a man of remarkable intellectual activity and force, who never allowed his railroad interests to absorb all of his life, so that in the railroad problems that were presented to him, he was able to see the other side as well as the railroad view. It is this fact that has made the Burlington and Missouri so popular, because the interests of the shipper and the traveler have always been considered and the rights of a been respected. A remarkable power of organization has been well shown since he broke down in detail and came here in the spring of 1885. During the latter part of 1885 and the earlier part of 1886, he organized, raised the money and built some three or four hundred miles of railroad connecting the Chicago, Burlington and Quincy system with St. Paul. The maximum grade of this railroad is only fifteen feet to a mile, or less than one-half of one per cent, and is by far the best piece of railroad in this country.

Mr. Touzain will rightly rank among the few great railroad managers of our country, in the estimation of those familiar with railroad management. To the popular mind, he does not rate the position that he ought to, because the position in which he achieved his most distinguished success was subordinate to that of Mr. Perkins. But those brought in contact with him recognized his rare ability and force. But after all, Mr. Touzain was honored and respected not because of the high and important positions he occupied, but because he was worthy to hold them and wielded his power wisely, justly and kindly. He had an unusually well-rounded development of character and he therefore was prepared for every emergency in life. He met every crisis squarely and did as duty, the brave, honorable man he was. Much could be said of him in his social relations. He

had a keen sense of humor and a charming power of expression, so that he was a most entertaining companion. He was generous to a fault and his benefactions were as numerous as they were unobtrusive. As a friend he was open and helpful. His loss will be felt and mourned wherever he was known.

On Sunday morning the Denver papers published a full report of the governor's commission. It is so long that we do not reproduce it. It may be said that justifies most of the charges brought against the management of our state affairs. It shows that the salary, the printing and furniture bills were extravagant both in amount and in the prices charged. It shows on the part of the state officers who were responsible, negligence and carelessness which are rarely short of criminal. The report is disappointing in want of thoroughness of the investigation. It, after all, only scratched the surface without thoroughly investigating many of the charges made. There was an evident desire on the part of the commission not to make the report personal. The fact that the secretary of state approved printing bills which the state treasurer had not measured, and that the auditor drew warrants for these bills, deserves stronger condemnation than was given. While the commission allowed the extravagance and illegality of the contract for the legislative rooms, it might have gone farther and investigated the statements made by responsible officers that sufficient good quarters were offered for a seventh of the sum paid. The commission, we think, very properly takes the responsibility for the extravagance in the printing, stationery and furniture bills from the shoulders of the state legislators and puts it on our state officers. The legislators are altogether too impersonal, and it is evident that neither our constitution nor statutes intended that the responsibility for expenditures should rest upon it. There is evidence of gross and unwarranted charges on the part of those furnishing supplies to the state. This is in a great measure due to our system of letting contracts. If the supplies had been furnished under the stationary or printing contracts, in accordance with its terms, the contractors would have wisened to have supplied as little as possible, for nearly every item under the contract would necessitate a loss. Collier & Cleave, for example, contracted to charge twenty-five cents a thousand for straight matter and forty-seven cents and a half for a thousand for table work. They could not have afforded to do this for less than could the sum in the contract. The kind of bidding has been going on for a good many years and the person receiving the contract has made up for it either by evasion of the contract, or by overcharging. One or the other is necessary in order to prevent great loss. The present contract of Collier & Cleave, and if executed to the letter, would probably entail a loss of ten or twelve thousand dollars in executing it. It is not to be wondered, with this bad system, that the contractors have, so far as they could, furnished something different from what they bid on. The state officers are rather to blame who have permitted this and permitted it in a way that the state has paid altogether too much for its supplies. Whether much money is recovered or not, if state officers are taught to perform the duties of their office with the same degree of faithfulness and intelligence with which they perform ordinary mercantile acts, it will show the contractors that they cannot offer to do a thing below cost and seek to make it up by evasion of the contract, or any overcharging. The people of this state have a right to demand that the servants should be careful in the expenditure of the money of the state. The servants have not been; they have been wasteful and extravagant.

The committee appointed by the board of trade to solicit the council to do something to lay the case of Dr. S. B. Solty, Dr. J. A. Bar and Mr. Reuben Berrey. The committee is taking hold of the work with energy. As there was no appropriation which would permit of extensive soliciting of the streets, the council, until there were some extraordinary expressions of opinion in favor of it, might not have warranted in going to any large expense to do this. According to the committee has prepared a petition which will be circulated by many clubs and also left at the leading stores in town. This petition reads as follows: We the undersigned taxpayers and residents of Colorado Springs, especially request the mayor and city council, that they proceed as soon as possible to expunge from city funds such sums as may be needed to keep the city thoroughfares of the town properly watered. So widely has the knowledge that dust is allowed to blow freely through our streets been spread, that we are convinced that far more a lot to the city by the absence of those who otherwise would visit or reside here, than would be expended upon the spraying. By thus saving the cost would be removed what is now a serious detriment to the health of the property of our citizens, and a grave injury to our reputation and an intolerable nuisance to us.

We trust that the petition will be very generally signed without having solicitors go from house to house. The dust is now much more than a nuisance, and serious objections are being made to it as a health resort. If it costs ten thousand dollars a year to wash the dust, it is a necessary expense that should be met. No more dirt should be put upon our streets until we have proper facilities for packing it in some way with a large roller and sprinkler. It simply now puts a lot of loose dirt into our faces to be blown about by the winds and to be inhaled by the citizens.

PROGRESS IN THE SOUTH.

The record of the last few months is full of notable incidents, which go to show how rapidly the south is throwing off the prejudices, clinging on customs and opinions which should have been discarded long since and marching on to the road to progress in every direction. A few months ago Governor Richardson of South Carolina refused to allow three negroes to be sent to the gallows for a crime for which they were charged. He was wrong for a negro to be hanged for a crime for which white men were never even arrested. There may be some difference of opinion as to whether the governor was altogether right in this particular case in keeping between these men and the gallows, but there can be no difference of opinion as to the bravery and grit of Governor Richardson, who, in a state where race prejudices have been more binding than in any other state in the union, announced himself as a champion for the broad and just principle of one law for all, and not one law for black faces and another for white.

It is not long since prize fighting in Mississippi was an every day amusement. Many of the most reputable citizens attended every one of such events within reach and the presence of the officers of the law as spectators was of frequent occurrence. Few people ever thought of such a thing as the law interfering. But public opinion in Mississippi has changed and where it once used to be the arena of prize fighting, and later, while perhaps not wholly ignored, it now demands its total suppression. In answer to a demand when Sullivan and Kilrain fought in that state Governor Lowmy put the whole machinery of the state in active and persistent operation for hunting them down and bringing them to justice. Some weeks ago when the postmaster of Atlanta appointed a negro to a position in the postoffice a great hue and cry came from many sides. The negro had passed the examination necessary for admission to the service with credit to himself and his race and he was entitled by his marks to the next vacancy which occurred. But the postmaster was denounced and the demand was made that he be ostracized from the society of white people. A resolution was introduced at a meeting of the Georgia City Club, of which the postmaster is a member, expelling him from it. With an amount of liberality which northerners can scarcely understand that resolution was almost unanimously defeated.

Lynchings in North Carolina, if never upped by public opinion, has never been opposed very vigorously, if at all. Men have been frequently dragged from their houses, tied up to a tree, found by some one, cut down and buried and that was the end of it. It was an every day occurrence and so common was there any attempt to discover the perpetrators. If because of the boldness of the lynchers they were discovered, still no effort was made to send them to the gallows. It is however now evident that at least so long as Governor Fowle is governor of North Carolina such law crimes must either stop or someone must suffer. His determined and fearless proclamation with regard to the Morgantown lynchings and his efforts to secure their arrest, and punishment show not only that North Carolina has a good executive, but also indicate some change in public opinion.

In Georgia every reputable newspaper in the state is denouncing the whipping of fourteen negroes in Fulton county last week. It is true that the facts in the case go to show that the negroes were brutally and inhumanly whipped without any cause, but the time is not long gone when whipping negroes either with or without cause was not regarded as a crime. Now the demand is made that not only the authorities of Fulton county but the governor and even the legislature take prompt action in bringing the white perpetrators to justice. In the same state Governor Gordon has shown a commendable vigor in securing the execution of the laws against dueling. In a state where the most respectable citizens have been accustomed to settling their differences on the dueling ground it required more than ordinary grit for Governor Gordon to bring his foot on the custom. But he has done it, and done it in a way which will be a warning to all who engage in the barbarous practice.

All these are perhaps like things but mean much and will do us much good in liberality of ideas and suppression of prejudice has come the great industrial revolution which has brought to the new south within the last three years nearly 600 new business enterprises—factories, mills, manufactures of all kinds, mining companies and thousands of miles of railroad. The old south has gone and a new one with a new spirit has taken its place.

For the second time within the past few months the announcement has been made that General O. B. Fisk will leave the prohibition party and stand by the republican party in the fight against free rum in New Jersey, and for the second time the announcement has caused the conversion of the democratic camp, which might be expected of a man so recently dropped in their ranks. It turns out that the announcement this time, as on the last occasion, is without foundation in fact, but the space the democratic press of the east has devoted to declaring it false and the state that it has been taken as a warning to all who engage in the

in the democracy is of such a change on the part of General Fisk and the results that might follow. The truth of the whole matter is that the democracy's business is to keep up if possible the prohibitionists' third party organization. They know, though often denying it, that that organization so long as it exists draws strength from the republican party in New Jersey, which makes democratic success reasonably certain. This is the reason that for the sake of the no cause of temperance prohibitionists must now stand so closely and loyally for prohibition candidates; this is the reason they are so prompt to deny the announcement that so prominent and influential a prohibitionist as General Fisk has left the ranks. General Fisk has said that he will stand by the prohibitionist candidates and the democratic press hastens to proclaim it to the world in hopes that its influence will keep others of the third party from voting the republican ticket. If the prohibitionists of New Jersey desire to be made use of again this year as in the past as cat's paws for the democracy they will follow General Fisk's lead and the advice of the democratic press and stand "loyally" by the no cause of temperance" assist in electing to the governorship of the state the attorney for the liquor dealer's association and the life long champion of free rum.

The exchange of congratulations between Secretary Tracy and ex-Secretary Whitney on the occasion of the successful trial of the cruiser Baltimore created a good deal of surprise among the trained politicians, but it was a pleasant incident and will long be remembered as such.

Elsewhere will be found a call for a mass meeting, which will be held in Denver on October 1st, for the purpose of organizing a Colorado National Park association. As will be seen the call is signed by many prominent citizens in different parts of the state and the general interest which is felt in the objects of the association promises to make the movement a success. The advantages of a national park, within the limits of the state, not only to Colorado, but to the whole country must be apparent to all and the association if properly supported, cannot fail to do much toward forwarding the movement in the direction of such a park.

There has been a loud, long laugh over the other recently addressed to the mayor of Washington by his honor, Eugene C. Grant, mayor of New York city, asking the co-operation of the former in securing the location of the world's fair in 1892 in the metropolis. In the first place it required an unusual amount of assurance to draw it off, for Mayor Grant to write a letter of that kind to a city which is a prominent and confident candidate for the same honor to which New York is so eagerly aspiring. In the second place the letter was addressed to an official who it is well known does not exist. There may be some people who do not know that our nation's capital is without a mayor or any official occupying an equivalent position but it naturally raises a laugh when a man occupying Mr. Grant's position shows his ignorance of the fact. But after all it was probably not ignorance but thoughtlessness which led Mr. Grant to make this mistake. It is in a position to know what a great blessing a mayor is to a city and how deeply a favored New York is in possessing such an honest and faithful one, and with this knowledge reigning in his mind, it was not unnatural to write the letter, it was not unnatural that he should, in the kindness of his heart, for the moment forget that Washington is no similar officer.

The camera on Colorado Springs, prepared by Mr. C. C. Parrish, will be put on sale to-morrow in our book stores. This pamphlet is a decided departure from anything heretofore published in regard to Colorado Springs. The purpose of the book is very well given in the following quotation from the introduction:

"The intention is simply to sketch with pen and pencil, as concisely as possible, the many advantages of Colorado Springs as a resort for invalids and as a spot full of interest for tourists and pleasure seekers. It is the result of twenty-seven years of personal experience of an almost continuous residence in Colorado."

There have been various publications about Colorado Springs full of interesting statistics, valuable data and admirable illustrations, but none like this. The description is given in a graceful, easy style and, better than a more statistical article, will give the reader a fair idea of Colorado Springs and its surroundings. It is needless to say that the illustrations are full of interest and of great value. In most books of this character the illustrations are very largely advertisements, but it is evident in looking through this book that the illustrations are selected solely for the interest which they have in themselves. This is destined to have a very large circulation.

The Burlington road has already taken ten thousand and the private advertising fund many thousands more. A very wide distribution of this cannot fail to be very helpful to our city.

Colorado college opened its doors yesterday morning with a larger number of new students in attendance than in any year in the past and with prospects brighter for a prosperous future than ever before. The difference in the con-

ditions under which the college began its work last year and those under which it takes up its work this year cannot but be gratifying to all interested in the institution and indeed all interested in educational advancement in the west. The credit for the change in these conditions must rest largely with President Kocum, whose untiring energy, executive ability and broad and wise policy have come so much to bring new life to the institution and to renew the lagging interest of old friends while also awakening that of new ones. The clearing away of the old which rested heavily upon it, the building of a handsome and commodious dormitory, and the additions of competent and cultured men to its already a faculty are, while among the most important, not the only things which have been accomplished during the past year by Colorado college. With them has come a raise in the standard of scholarship and increased and widened opportunities in every direction for the student. For the future many things are planned and with the support which they should receive they will be successfully carried out. A movement has already taken shape in the direction of a girls' hall, which is a building long needed, and now almost an absolute necessity. A part of the amount necessary for the erection of this hall has already been raised through the efforts of the women of the city and there is every prospect that the required sum will soon be in the hands of the college authorities. In every department of Colorado college can be found sources for congratulation and encouragement for the future.

Albert B. Touzain.
 The announcement of the death of Albert B. Touzain in our dispatches this morning will be read with deep regret all over Nebraska. The news is entirely unexpected at this time, although it has been known for several years that he was in delicate health. For two years he has made his home in Colorado Springs, where the mountain air gave him new vigor and promise to restore him to the business world. He had been steadily gaining for months and about six weeks ago let it be known that he was a trifle and a trip to the east. At Bennington, Vt., where he was temporarily making his home, he seemed to recover from all the effects of his journey and was in excellent spirits. On Thursday evening pneumonia set in and before midnight he was dead.

Albert B. Touzain was a native of England. In 1850, when eight years of age, he came with his parents to the United States. He first became known as a railroad man when with the B. & M. company in Iowa, rising the position of general passenger and ticket agent in 1867. He was next called to the position of land commissioner of the Santa Fe system, returning after the death of Mr. Geo. S. Harris in 1874 to take a similar place with the Burlington. In this position his headquarters were at Lincoln, and he soon became interested in the young and growing city. His term of office as land commissioner terminated in 1878, when he was elected general manager of the B. & M. in Nebraska, with headquarters at Omaha. Three years later he was made first vice president of the B. & M. and removed to Boston. This place he soon resigned on account of failing health. After a season of rest he accepted the post of first vice president and general manager of the Santa Fe system, resigning after a few months of service to take the presidency of the Chicago, Burlington and Northern, which he held to the day of his death.

The state of Nebraska owes a debt of gratitude to the quiet and unassuming business man who has just passed away. Probably it would not be too strong an assertion to say that no man has done more to aid in the development of the state than he. While he was in charge of the land department of the B. & M. the policy of liberality to new settlers and liberality in distributing the state land has come so much to the aid of the west, became established, and has since been maintained by the company.

In the grassy years, when the movement of population was away from Nebraska rather than toward it, Mr. Touzain stood at his post and, amid the most discouraging circumstances, set his faith in the future of the new state. Not a single purchaser of B. & M. lands was forced to give up his holdings by the company on account of delayed payments. The land department carried these settlers for years, encouraging them to hold on for better times; and were sure, coming in 1878, the effects of the hard work done by Mr. Touzain and his associates began to be felt. On the following year a wave of immigration broke over the boundaries of the state, to be followed by larger waves with each recurring season. The growth of Nebraska since 1878 has been marvelous. Old residents of the state know that this development would have been delayed months and perhaps years had it not been for the courage and the tireless energy of the head of the B. & M. and department between the years of 1874 and 1878.

A. B. Touzain was one of nature's noblemen. To know him was to respect his judgment and admire his integrity. While efficient and successful in business he was also the most sincere and earnest of men. His associates are his most sincere mourners. He was public spirit, and his private character never seen by the world—reached a large and fairer man. His life was not due to influence or wealth, but to his own merit, his unswerving honesty and his extraordinary knowledge of men and affairs.

In the death of A. B. Touzain Nebraska loses a benefactor and the city of Lincoln loses one of its best and most influential friends.—Nebraska State Journal.

Horrible Accident at Greeley.

DENVER, September 25.—A horrible accident occurred this morning. At about six o'clock a Mr. J. M. Gale, a well-known and successful business man of Mr. Gale, were passing out to the other's ranch, near Greeley, they were struck by a fast freight train from Cheyenne just as they were crossing the track on Seventh street. Miss Gale was killed. Mrs. Gale was living, but unconscious and cannot recover. Mr. Gale was badly shaken up but he is no longer in danger.

PRESSED TO THE WALL.

The failure of the New York Journal Publishing House.

A Series of Troubles in the West.

The Mexican Government's Plans.

The Opening of the State Campaign.

Belford, Clarke & Co. Fail.

Chicago, September 23.—The mammoth publishing house of Belford, Clarke & Co., which has a large establishment in New York and San Francisco, went to the wall today.

The failure was a surprise to the general public, as the firm had been for some time the subject of speculation.

The firm had been in the habit of paying its bills in advance, and its failure was a surprise to the general public.

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of the territory have an opportunity to pass upon it. With the exception of some minor points, the committee on revision and amendment, the convention practice is complete.

Cherokee Interviewed by Congressmen.

St. Louis, September 23.—The congressional commission on territorial and Indian affairs arrived at Washington last night and a reception was given them today.

The report says that for miles around the mysterious Casa Grande many a mound now stands, and the evidence of having been a busy habitation.

Train Robbers Confess.

Ogden, Utah, September 23.—On August 21 a west-bound Denver and Rio Grande train was held up and robbed by two masked men near Thompson's Springs, Utah.

A Dangerous Man.

Montague, Mich., September 23.—George J. MacFarlane, a well-known local worker, has been so long in the market as to be considered a dangerous man.

Boutangists Mean Business.

Paris, September 23.—Derouge and other members of the patriotic league, which was recently suppressed by the government, have issued a manifesto.

A Big Railway Deal.

Chicago, September 23.—The Times say that a big railway deal is now being consummated, which will afford a satisfactory solution to the northwestern railroad problem.

His Last Smoke.

St. Helena, Mont., September 23.—E. J. Matthews, of the firm of Matthews, Smith & Co., of Kansas City, died here today.

Bad State of Finances.

Pittsburgh, September 23.—The teacher will miss a story to tomorrow on the subject of the state of the finances of the United States.

Odd Fellow's Grand Lodge.

Columbus, Ohio, September 23.—The sovereign grand lodge of the Grand Orient of Ohio held its annual meeting at the city of Columbus today.

Interesting Ruins.

Washington, September 23.—Secretary Noble has transmitted to the director of the geological survey a report, by Special Agent Morrison, of the Casa Grande ruins in Pinal county, Arizona.

Closing Hours at Santa Fe.

Denver, September 23.—The Republican's Santa Fe special says that the constitutional convention to-day the question of whether the constitution shall be submitted first to congress or the people for ratification took up most of the time.

The debate was postponed until yesterday's session, and now only as much as to consider the constitution and give the people an enabling act before the people of

the grand old now used in Washington. The war's work and our are placed with cement which will change them to a permanent structure.

They are Accused of the Murder of a Little Girl.

St. Louis, September 23.—A special dispatch from St. Louis to the Times says that the case of the murder of a little girl is now being tried in the St. Louis court.

Tricked by Lynch Law.

Kansas City, September 23.—A special dispatch from Kansas City to the Times says that the case of the murder of a little girl is now being tried in the Kansas City court.

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A REMINISCENT STORY.

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A FRIGHTFUL DISASTER.

Chicago, September 24.—A frightful disaster to a suburban passenger train occurred to-night in the southern outskirts of the city.

The Chicago, Rock Island and Pacific train No. 57, which left the main depot at 5:55 p. m. for Blue Island, was crashed into by a freight train at the Lake Shore and Panhandle crossing near Elgin street.

The passenger train was at a standstill, one coach projecting over the crossing and into the coach, containing about sixty persons, plunged the freight train, traveling rapidly at right angles to the Rock Island tracks.

The wreck of the passenger coach was instantaneous and complete. It was an hour after four o'clock when the disaster occurred.

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A CRONIN STORY.

Chicago, September 24.—The story in one of the morning papers regarding Wm. Berger, who is said to have been the first in connection with the Cronin murder, is a very odd one, at least, so Police Captain Scutler says.

The story says there is no longer any doubt as to who was with Berger and Woodruff the night Cronin was killed. Is that true?

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